

DEPARTMENT OF TRANSPORTATION

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July 19, 2002

07-LA-91-R22.5/R33.4
07-181604
ACNH-P091(112)E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in LOS ANGELES COUNTY IN BELLFLOWER, CERRITOS AND ARTESIA FROM DOWNEY AVENUE UNDERCROSSING TO LOS ANGELES/ORANGE COUNTY LINE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on August 1, 2002.

This addendum is being issued to revise the Notice to Contractors and Special Provisions.

In the Special Provisions, Section 10-1.28, "GRIND EXISTING CONCRETE PAVEMENT," is revised as attached.

To Proposal and Contract book holders:

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it.

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachment

10-1.28 GRIND EXISTING CONCRETE PAVEMENT

This work shall consist of grinding existing portland cement concrete as shown on the plans, as specified in Section 42-2, "Grinding," of the Standard Specifications and these special provisions, and as directed by the Engineer.

Grinding equipment for grinding concrete pavements shall use diamond blades mounted on a self-propelled machine designed for grinding and texturing concrete pavements. Grinding equipment that causes raveling, aggregate fracturing, or spalling, or that damages the transverse or longitudinal joints shall not be used.

Grinding shall be performed in the longitudinal direction of the traveled way and shall be done full lane width so that the grinding begins and ends at lines perpendicular to the pavement centerline.

Grinding shall be performed at the following locations:

- A. Station 227+52.700 to Station 243+06.084, 8 lanes
- B. Station 243+06.084 to Station 245+68.782, 9 lanes
- C. Station 245+68.782 to Station 247+75.563, 8 lanes
- D. Station 247+75.563 to Station 255+68.350, 9 lanes
- E. Station 255+68.350 to Station 257+25.175, 8 lanes
- F. Station 257+25.175 to Station 260+28.143, 10 lanes
- G. Station 260+28.143 to Station 266+92.946, 11 lanes
- H. Station 266+92.946 to Station 269+19.979, 8 lanes
- I. Station 269+19.979 to Station 272+13.068, 7 lanes
- J. Station 272+13.068 to Station 273+41.010, 8 lanes
- K. Station 273+41.010 to Station 276+09.262, 7 lanes
- L. Station 276+09.262 to Station 282+41.787, 8 lanes
- M. Station 282+41.787 to Station 286+49.024, 10 lanes
- N. Station 286+49.024 to Station 333+78.974, 8 lanes

Grinding concrete pavement shall result in a parallel corduroy texture consisting of grooves 2 mm to 3 mm wide with 183 to 193 grooves per meter width of grinding. Tops of ridges shall be between 1.5 mm and 2.0 mm from the bottom of the blade grooves.

The ground surface at transverse joints or cracks will be tested with a 3.6 m \pm 0.06-m long straightedge laid on the pavement parallel with the centerline with its midpoint at the joint or crack. The surface shall not vary by more than 2 mm from the lower edge of the straightedge.

Cross-slope uniformity and positive drainage shall be maintained across the entire traveled way and shoulder. The cross-slope shall be uniform so that when tested with a 3.6 m \pm 0.06-m long straightedge placed perpendicular to the centerline, the ground pavement surface shall not vary more than 6 mm from the lower edge of the straightedge.

After grinding has been completed, the pavement surface shall be profiled in conformance with the requirements of Section 40-1.10, "Final Finishing," of the Standard Specifications. Two profiles shall be obtained in each lane approximately one meter from the lane lines. The average profile index shall be determined by averaging the two profiles in each lane. Additional grinding shall be performed, where necessary, to bring the ground pavement surface within the Profile Index requirements specified in Section 40-1.10, "Final Finishing," of the Standard Specifications.

Removed residue from grinding portland cement concrete pavement shall be disposed of outside the highway right of way in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside of the Highway Right of Way," of the Standard Specifications.

There is no "Materials Information" listing locations where grinding residue may be disposed of for this contract.

Residue from grinding portland cement concrete pavement shall be disposed of at a site chosen by the Contractor, provided the Contractor has obtained approval from the California Regional Water Quality Control Board having jurisdiction over any required site. The Contractor shall deliver to the Engineer a copy of the approval or approvals not less than 5 working days prior to disposing any residue at the disposal site.

The Contractor shall provide to the Engineer a landfill receipt and weight ticket to verify that the material has been disposed of in a manner consistent with this section of these special provisions.

The drying or storing of wet residue within the project limits or elsewhere within the State right of way will not be permitted. The wet residue shall be transported to a suitable intermediate location obtained by the Contractor to dry the material. This off-site drying location shall be approved by the California Regional Water Quality Control Board. The Contractor shall deliver to the Engineer a copy of the approval or approvals from the California Regional Water Quality Board not less than 5 working days prior to beginning portland cement concrete grinding. Dried residue material shall be disposed at a disposal site qualified to receive it.

The Contractor shall make necessary arrangements for the disposal of the residue from the grinding of portland cement concrete pavement, including but not limited to the drying of the material, agreements with property owners and obtaining necessary permits, licenses and environmental clearances. Before performing the grinding of portland cement concrete pavement, the Contractor shall furnish to the Engineer satisfactory evidence that the Contractor has made arrangements required above.

Full compensation for profiling the ground pavement surface with a California profilograph or equivalent and any necessary additional grinding to bring the finished surface within the specified tolerances and for furnishing final profilograms to the Engineer, and removal and disposal of residue, including obtaining approval from the California Regional Water Quality Control Board, shall be considered as included in the contract price paid per square meter for grind existing concrete pavement and no additional compensation will be allowed therefor.